



The Planning Inspectorate

Planning Act 2008 – section 91

Application by AQUIND Limited for an Order granting Development Consent for the AQUIND Interconnector Project

Agenda for Issue Specific Hearing 2 dealing with matters relating to Traffic, Highways and Air Quality (ISH2)

In its letter dated 9 November 2020, the Examining Authority notified Interested Parties of its decision to hold an Open Floor Hearing on the following date:

Hearing	Date and time	Location
Issue Specific Hearing 2 Traffic, Highways and Air Quality	14 December 2020 10.00 am Arrangements conference starts at 09.30 am	Online via Microsoft Teams invitation

Participation, conduct and management of the Hearing

This is the second Issue Specific Hearing to be held in this Examination. It is being held because the Examining Authority wishes to question the Applicant and hear from Interested Parties about matters concerning traffic, highways and air quality arising from documentation submitted with the application documents, together with any updates and responses at the preceding submission Deadlines.

Government restrictions relating to Coronavirus (COVID-19) are in force, requiring people to avoid non-exempt gatherings of more than six people and to work from home if possible. The Examining Authority will therefore conduct this Hearing using digital and telephone technology. Invited participants can join using a computer, laptop, tablet, mobile phone or landline telephone. It is the Applicant's intention to livestream the Hearing, and a recording will be made available on the Planning Inspectorate's National Infrastructure website.

The Examining Authority invites and would particularly like to hear from the following Interested Parties during this Hearing:

- The Applicant;
- Hampshire County Council;
- Portsmouth City Council;
- East Hampshire District Council
- Havant Borough Council
- South Downs National Park Authority;
- Winchester City Council;

- Highways England.

The named parties have been invited because they are:

- public bodies or other parties that are named in the draft provisions in the draft DCO;
- public bodies with policy and regulatory responsibilities associated with the subject matter;
- national and local authorities for the affected area; or
- persons or organisations with another related and relevant special interest.

Invitees will receive a joining link or telephone number through which you can join the Arrangements Conference in a separate email, shortly before the Hearing. This is solely for your use. Please join the Arrangements Conference at the appointed time shown above and wait until the Case Manager registers you, and then admits you to the Hearing. The Arrangements Conference allows procedures to be explained and enables the Hearing to start promptly.

Participation in the Hearing is subject to the Examining Authority's power to control the Hearing. Interested Parties may be invited to make oral representations at the Hearing¹ (subject to the Examining Authority's power to control the Hearing). Oral representations should be informed by the Relevant Representations, Written Representations and Local Impact Reports made by the person by whom (or on whose behalf) the oral representations are made.

However, representations made at the Hearing should not simply repeat matters previously covered in a written submission. Rather, they should draw attention to those submissions in summary form and provide further detail, explanation and evidential corroboration to help inform the Examining Authority.

The Examining Authority may ask questions about representations or ask the Applicant or other parties to comment or respond. The Examining Authority will probe, test and assess the evidence through direct questioning of persons making oral representations. Questioning at the Hearing will therefore be led by a member of the Panel, supported by other Panel members.

This agenda is for guidance only. It is not designed to be exclusive or exhaustive. The Examining Authority may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration. In particular, it is noted that this agenda has been compiled in advance of written submissions for Deadlines 4 and 5. As such, matters may have progressed in the interim and any other information or updates provided at those Deadlines has not been taken into account. The detail of the agenda may be changed once these documents have been received.

Any lack of discussion of a particular issue at a Hearing does not preclude further examination of that issue, including through the inclusion of questions in the Examining Authority's Further Written Questions (ExQ2) (if issued).

¹ s91 Planning Act 2008

Should the consideration of the issues take less time than anticipated, the Examining Authority may conclude the Hearing as soon as all relevant contributions have been made and all questions asked and responded to.

If there are additional matters to be dealt with or there are submissions that take a considerable amount of time, there may be a need to continue the session for longer on the day or at a subsequent sitting.

Breaks will be taken during the Hearing as directed by the Examining Authority. All parties should note that the agenda given below is to provide a framework for this Hearing and offer discussion points; it does not constrain the Examining Authority to specific topics. The Examining Authority may wish to raise other matters arising from submissions and pursue lines of inquiry in the course of the discussions which are not included in this agenda.

References in square brackets [] are to the unique document identification number in the Examination Library. This document is regularly updated and can be found on the Planning Inspectorate's National Infrastructure website at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020022/EN020022-000996-Exam%20Library%20%E2%80%93%20Published%20Version.pdf>

The Hearing will have regard to submissions already set out in the following documents and any subsequent revisions or updates submitted for Deadlines 2, 3, 4 and 5 (amongst others). You may find it useful to have copies available on your screen or printed beforehand:

- Works Plans [APP-010] and [REP1-014];
- Access and Rights of Way Plans [APP-011] and [REP1-016];
- Onshore Outline CEMP [APP-505] and [REP1-087];
- Mitigation Schedule [APP-489] and [REP2-005];
- Environmental Statement Chapter 22 Traffic and Transportation [APP-137];
- Environmental Statement Chapter 23 Air Quality [APP-138 and REP1-033];
- Environmental Statement Addendum 7.8.1 [REP1-139];
- Transport Assessment [APP-448];
- Supplementary Transport Assessment [REP1-142];
- Framework Traffic Management Strategy [APP-449] and [REP1-070];
- Framework Construction Traffic Management Plan [APP-450] and [REP1-071];
- Portsmouth City Council Local Impact Report [REP1-173];
- Illustrative Cable Route, HDD sites and Joint Bays for noise and vibration assessment [APP-336].

During the Hearing, the Examining Authority may additionally refer to other documents and sources, and in particular:

- NPS EN-1, the Overarching National Policy Statement for Energy, DECC, 2011, available via a link on the 'Legislation and advice' page of PINS National Infrastructure website:
<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/nationalpolicy-statements/>

- The National Planning Policy Framework, Ministry of Housing, Communities and Local Government, February 2019, Available on the UK Government website at:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

May we draw your attention to Deadline 5 on the Examination Timetable (Monday 30 November 2020). Please ensure that you submit a full transcript of any oral submission that you intend to make at this Hearing by that date. Note that any illustrative or supporting material that you wish to share must be submitted in advance with this transcript, as it will not be possible for you to show it on screen during your contribution to the Hearing.

Please contact the case team if you have any questions:
aquind@planninginspectorate.gov.uk



Agenda

Title of meeting	AQUIND Interconnector Issue Specific Hearing on Traffic, Highways and Air Quality
Date	14 December 2020
Time	10.00 am
Venue	Online via Microsoft Teams invitation
Attendees	Invitees

- 1. Examining Authority's opening remarks**
- 2. Purpose of the Hearing and speakers' introductions**
- 3. Traffic, Highways and Transport**
 - a) Additional survey work, omissions and clarifications
 - With reference to the Applicant's response to ExQ1 TT1.16.18 at Deadline 1, please can the Applicant set out the assumptions and limitations made in respect of traffic generated from Fratton Park on football match days, and the predicted effects on the highways? Could Portsmouth City Council and Hampshire County Council confirm their positions in respect of the assumptions made?
 - Can the Applicant briefly set out the results of the additional survey work undertaken to inform the Supplementary Transport Assessment, in particular the Technical Note at Appendix E [REP1-142]?
 - In light of the additional data, and the newly identified likely significant environment effects (as tabulated in the Applicant's response to Rule 17 request in relation the ES Addendum), are the conclusions made on the significance of effects both pre- and post-mitigation robust?
 - Can Portsmouth City Council explain its comment in the Local Impact Report that *'the whole exercise needs to be repeated'*?
 - With reference to the Applicant's Responses to the Local Impact Reports ([REP2-013] page 3-24, 5.1.14), do the updated results for Portsdown Hill and Portsbridge Roundabout have any consequential effects on the modelled scenarios?
 - The transport assessment [APP-448] and supplementary transport assessment [REP1-142] rely on the sub-regional transport model in order to understand the impact of traffic at a detailed level. Can the Applicant explain why this model is appropriate for such an assessment, what assumptions have been applied to assess localised and detailed

level effects (using the regional model) and what measures are in place to address any degree of uncertainty that may exist in outcome?

- For those residents who cannot access their driveways due to construction, what distance does the Applicant consider acceptable for residents to seek alternative parking arrangements? Would on-street parking arising from displacement affect the effectiveness of diversion routes?

b) Abnormal Indivisible Loads (AILs)

- What are the intentions regarding routing, timing and management of deliveries via AILs?
- What provisions will be made such as advance notice to residents and businesses along the AIL delivery route? How will this be managed, and how will services affected by the AIL deliveries be restored, including those affected areas that lie outside the Order limits?
- Would the movements of AILs, and the consequential road restrictions in terms of access and parking, impact on the road diversions and traffic assumptions modelled on the highway network and, if so, have they featured in the assessment of cumulative effects?
- In relation to AILs, the specialist report by Collett ([REP1-142] Appendix A, paragraph 1.11) makes reference to full structural reports being made of any affected properties near the AIL route and discussion with the relevant local authorities in advance to ensure the route is structurally suitable. Whose responsibility is this, how or where is it secured and what compensation is available if damage is caused to properties either within or outside the Order limits?

c) Joint bays and laydown areas

- Given the Applicant's response to Local Impact Reports ([REP2-013], page 3-50, 5.5.2) regarding the position of joint bays, and noting that the construction of a joint bay takes 20 days, what confidence can the highway authorities have that the construction of joint bays will not take place within the highway?
- Has the Applicant modelled the worst case of all joint bays needing to be constructed in the highway on Portsea Island? If not, why not?
- Given the extent of the Order limits, how does the Applicant intend to provide laydown areas adjacent to construction works without encroachment onto the public highway?

d) Day Lane and Broadway Lane

- During operation of the Proposed Development, how many and what sort of large or oversized vehicles will need to access the Converter Station site?

- At Day Lane and Broadway Lane, why can't normal construction vehicles (i.e. non-AILs) utilise the existing highway network without modification, especially since option 1 (shown in Appendix 5 to Appendix F of the Transport Assessment [APP-448]) shows that even AILs may be able to use the existing highway with minor modification? If option 1 (reference above) is not feasible, why not?
- Is there a compelling reason why option 1 cannot be pursued and that option 2 (with permanent acquisition of land) has to be followed?
- With respect to management of construction traffic on Day Lane, can the Applicant set out the predicted effectiveness of using banksmen to co-ordinate HGV movements? Apart from the purpose-built access on the corner with Broadway Lane, how does the Applicant intend to prevent HGVs meeting other non-construction traffic and potentially waiting within the public highway?
- Does the Applicant consider additional passing bays or waiting areas to be required on Day Lane and Lovedean Lane? If not, why not?

e) Construction programming

- With reference to the Framework Traffic Management Strategy, could the Applicant explain or provide insight as to whether any greater certainty can be applied to the 'weeks per circuit' construction programme? Why are there differences (1 day to 2 weeks per circuit for example) and what factors would influence prolonging the construction?
- What 'engineering challenges' does the Applicant envisage during onshore construction that would warrant the contractor deviating from the Applicant's own identified preferred working hours and routes? Is this purely down to the skill or ability of the contractor?

f) First Group and bus services

- In the Applicant's comments on D1 submissions from non-IPs ([REP3-015], 2.4.10) (and elsewhere) it is noted that there are ongoing discussions with the bus companies and that appropriate mitigation can be secured. Can the Applicant provide the minutes of the meetings with First Group into the Examination and confirm the status of discussions with both bus companies? What is the nature of the additional mitigation measures arising from the meetings with the bus companies to limit the impact on their services? Where and how would such measures be secured?

4. Air Quality and Emissions

g) Clean Air Zone

- How does Portsmouth City Council envisage the instigation of a Clean Air Zone would be affected by or have an effect on the Proposed Development?
- Would the implementation of the Clean Air Zone have a beneficial influence over the construction worker travel arrangements?

h) Air Quality Management Areas and the Air Quality Local Plan

- Can the Applicant clarify the conclusions made in respect of all the Air Quality Management Areas within and outside the Order limits?
- Whilst it is now recorded that AQMA No.9 would experience slight adverse effects following the recorded additional traffic data (as opposed to slight beneficial), are there implications for other parts of the route?
- With reference to the answer to question ExQ1 AQ1.2.4 and the Works Plans, can Portsmouth City Council clarify whether there are particular areas of concern relating to potential exceedances of NO₂ within the Order limits and whether such areas are covered either by Air Quality Management Areas or within the Air Quality Local Plan?

i) Construction Programming

- In terms of no more than six gangs working on the cable corridor at any one time, is there a prescription as to how far the gangs have to be away from each other? How is the management and separation of gang working secured?
- Has a scenario been tested whereby gangs, with associated laydown and works areas, combined with traffic management measures, would have a cumulative effect on air quality?
- Could gangs work in one area in succession for a continued effect?